TELEGRAM

San Francisco, Jan. 15, 1914.

C H Ketcham - Stockton

Effective immediately, continuing during the life of time table No. 16, stop No. 25 at any agency station between Fresno and Tracy to discharge passengers from Los Angeles or east, and stop No. 26 at any agency station between Tracy and Fresno to receive passengers for Los Angeles or East.

J. M. Davis.

cc/ Mr W R Scott
Mr C S Fee
(4) Mr G F Richardson
Mr H P Thrall

MAIL TO

PACIFIC COMPANY

CIFIC SYSTEM.)

E TABLE

6

FOR THE

ON DIVISION

, January 4, 1914, at 12:01 A. M.

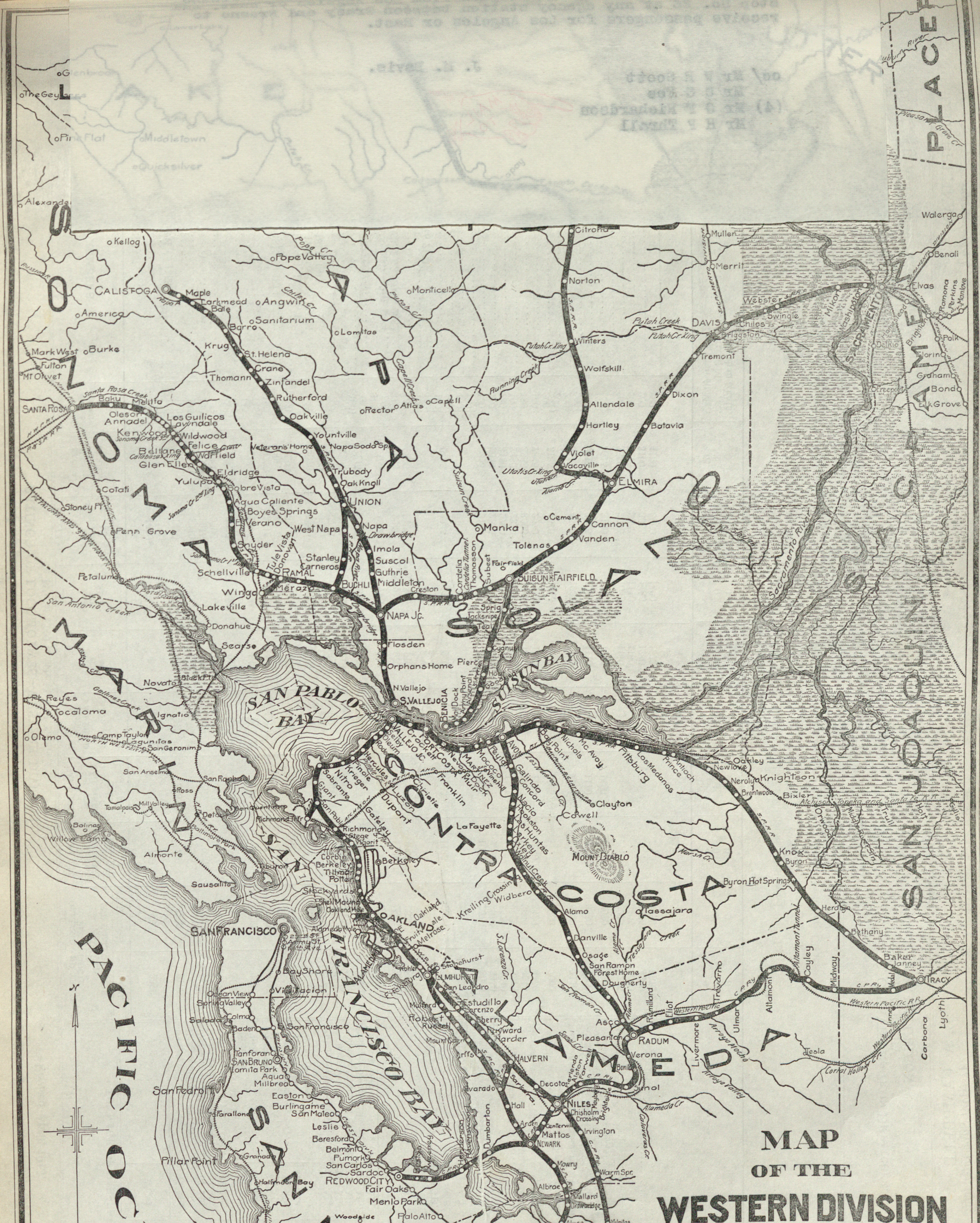
NDARD TIME (120th MERIDIAN)

f employes only, and not intended for the use of the public.
right to vary from this time-table at pleasure.

SOUTHERN PACIFIC
SAFETY

W. R. SCOTT,
General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.


SONOMA
NAPA
SOLANO
MARIN
CONTRA COSTA
ALAMEDA
SAN MATEO
SACRAMENTO
SAN JOAQUIN
PLACER
LAKE
PACIFIC OCEAN
SAN PABLO BAY
SUISUN BAY
SAN FRANCISCO BAY
MOUNT DIABLO
CALISTOGA
SANTA ROSA
NAPA Jc.
UNION
BUCHLI
RAMAL
SUISUN-FAIRFIELD
ELMIRA
DAVIS
SACRAMENTO
S.VALLEJO
BENICIA
PORT COSTA
OAKLAND
SAN FRANCISCO
ELMHURST
NILES
NEWARK
REDWOOD CITY
MAY FIELD
SANTA CLARA
San Jose
TRACY
RADUM
HALVERN
Petaluma
Novato
San Rafael
Sausalito
Berkeley
Richmond
Martinez
Pittsburg
Antioch
Byron
Livermore
Pleasanton
Hayward
Palo Alto
Menlo Park
Burlingame
San Mateo
Walerga
Elk Grove
Dixon
Vacaville
Winters
Woodland
Tiburon
Half Moon Bay
San Gregorio
La Honda
Mountain View
Sunny Vale
Los Altos
Alviso
Milpitas
Warm Spr.
Irvington
Mattos
Decoto
Sunol
Danville
Alamo
Tassajara
Clayton
Concord
Walnut Creek
La Fayette
Cowell
Brentwood
Knightson
Oakley
Bethany
Altamont
Mt. Diablo

MAP
OF THE
WESTERN DIVISION
S.P. CO.

SCALE OF MILES.

NOV. 1911

Revised June 30 - 1914

TELEGRAM

Jan 20 1914

C.H.Ketcham,
Stockton

To give passengers from Chowchilla and Fairmead a better opportunity to visit county seat at Madera arrange effective Jan.21st, continuing during life of timetable No.16, to make regular stop at Chowchilla and flag stop at Fairmead with train 36 daily.

J.M.Davis

Copy to
W.R.Scott
Chas.S.Fee
G.F.Richardson (4)
H.P.Thrall

ACIFIC COMPANY

(CIFIC SYSTEM.)

E TABLE

6

FOR THE

ON DIVISION

SOUTHERN
SAFETY
PACIFIC

, January 4, 1914, at 12:01 A. M.

NDARD TIME (120th MERIDIAN)

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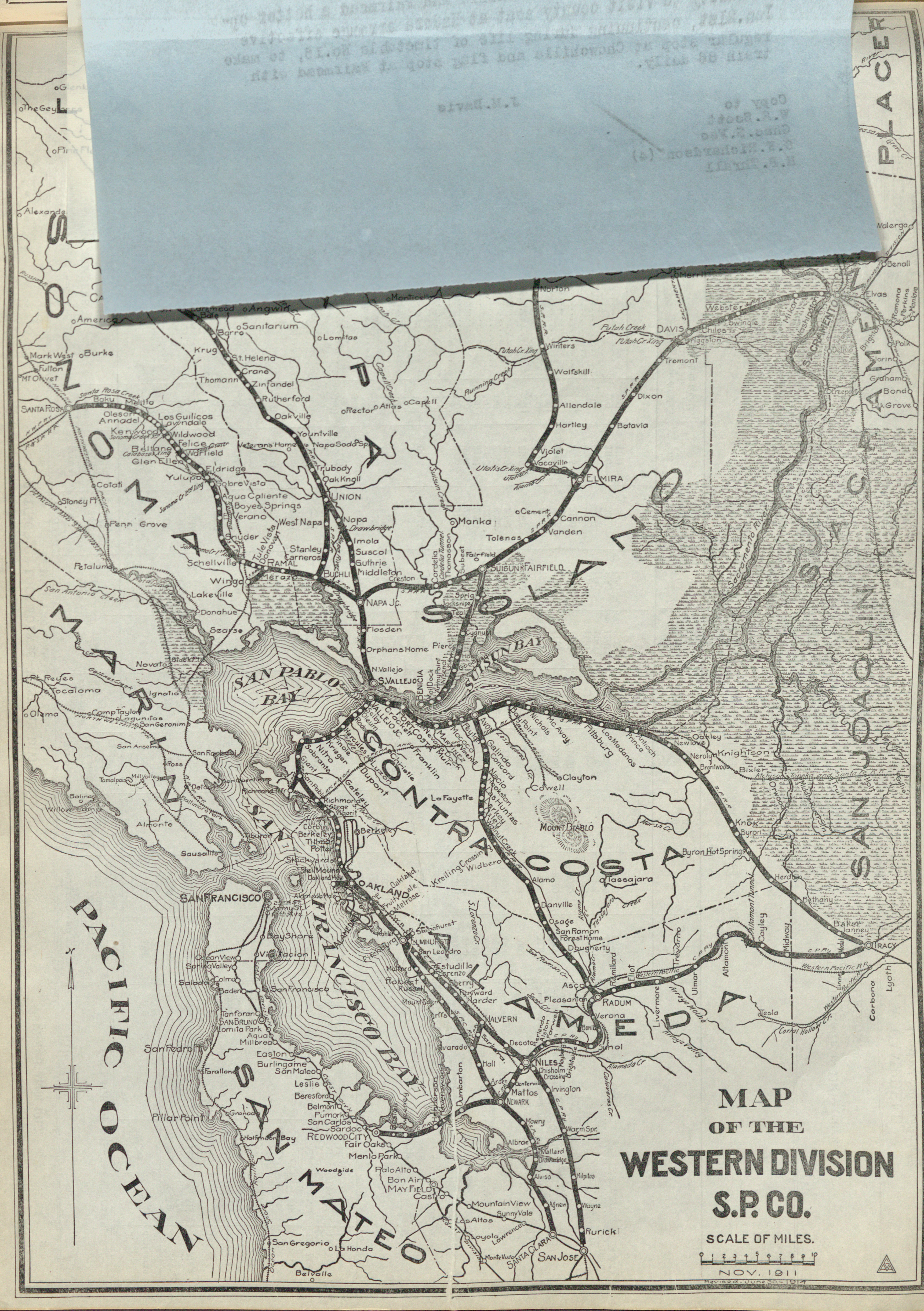
W. R. SCOTT,
General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.


SONOMA
NAPA
SOLANO
MARIN
CONTRA COSTA
ALAMEDA
SAN MATEO
SACRAMENTO
SAN JOAQUIN
PLACER
PACIFIC OCEAN
SAN PABLO BAY
SUISUN BAY
SAN FRANCISCO BAY
SANFRANCISCO
OAKLAND
SACRAMENTO
San Jose
TRACY
MOUNT DIABLO

MAP
OF THE
WESTERN DIVISION
S.P.CO.

SCALE OF MILES.

0 1 2 3 4 5 6 7 8 9 10

NOV. 1911

Revised June 30-1914

ACIFIC COMPANY

CIFIC SYSTEM.)

E TABLE

6

FOR THE

ON DIVISION

, January 4, 1914, at 12:01 A. M.

NDARD TIME (120th MERIDIAN)

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W. R. SCOTT,
General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

TELEGRAM

San Francisco, Jan. 15, 1914.

C H Ketcham - Stockton

Effective immediately, continuing during the life of time table No. 16, stop No. 25 at any agency station between Fresno and Tracy to discharge passengers from Los Angeles or east, and stop No. 26 at any agency station between Tracy and Fresno to receive passengers for Los Angeles or East.

J. M. Davis.

cc/ Mr W R Scott
Mr C S Fee
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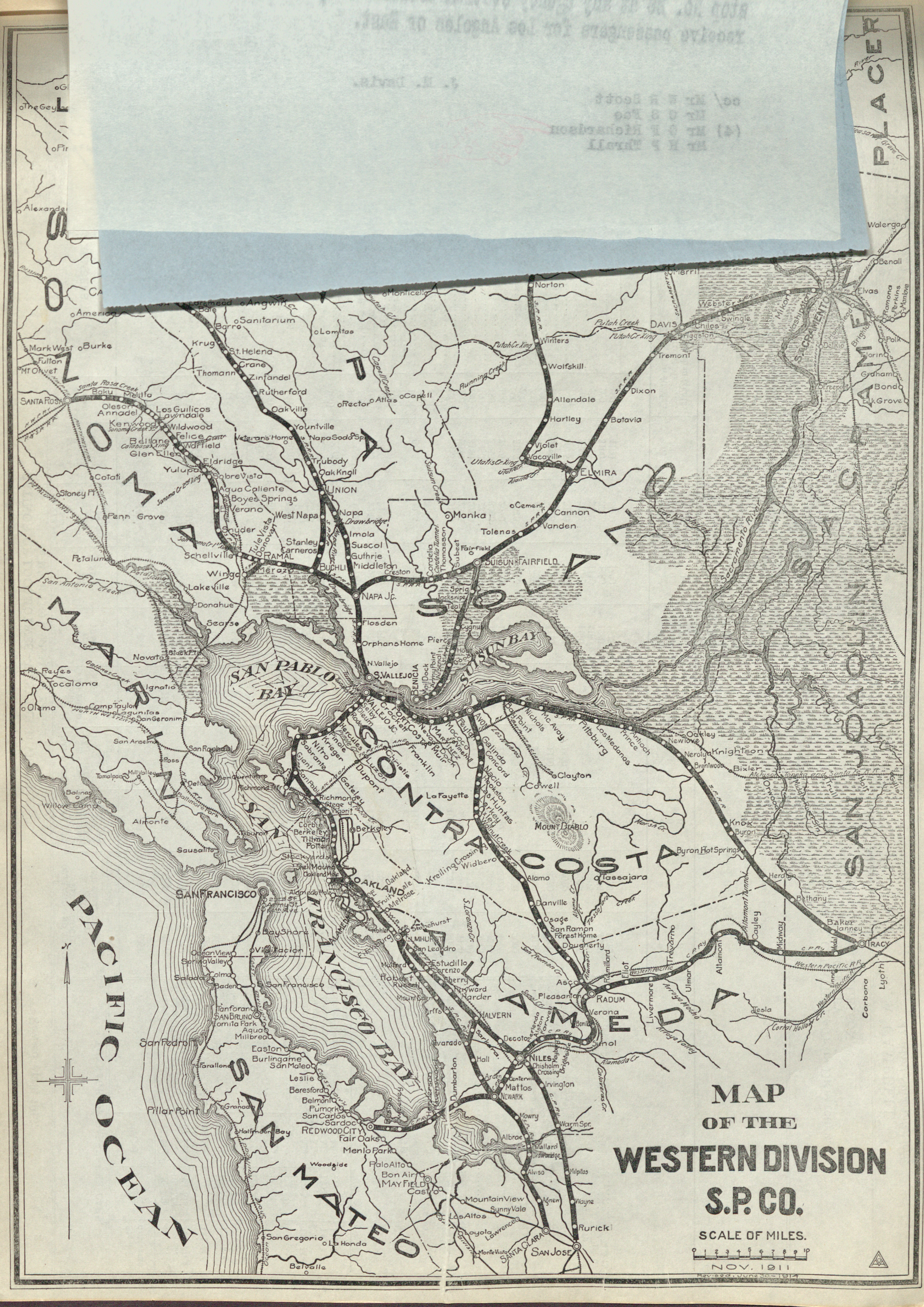
Mr H P Thrall


SONOMA
NAPA
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PLACER
SACRAMENTO
SAN JOAQUIN
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CONTRA COSTA
ALAMEDA
SAN MATEO
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SAN PABLO BAY
SUISUN BAY
SAN FRANCISCO BAY
MOUNT DIABLO
SAN FRANCISCO
OAKLAND
SACRAMENTO
SAN JOSE
SANTA ROSA
NAPA JC.
S. VALLEJO
BENICIA
SUISUN FAIRFIELD
ELMIRA
DAVIS
TRACY
NILES
REDWOOD CITY
MAY FIELD
SANTA CLARA
N

MAP OF THE WESTERN DIVISION S.P. CO.

SCALE OF MILES.

0 1 2 3 4 5 6 7 8 9 10

NOV. 1911

Revised June 30 - 1914

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

TIME TABLE

16

FOR THE

STOCKTON DIVISION

To Take Effect Sunday, January 4, 1914, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

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W. R. SCOTT,
General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

TELEGRAM

San Francisco, Jan. 15, 1914

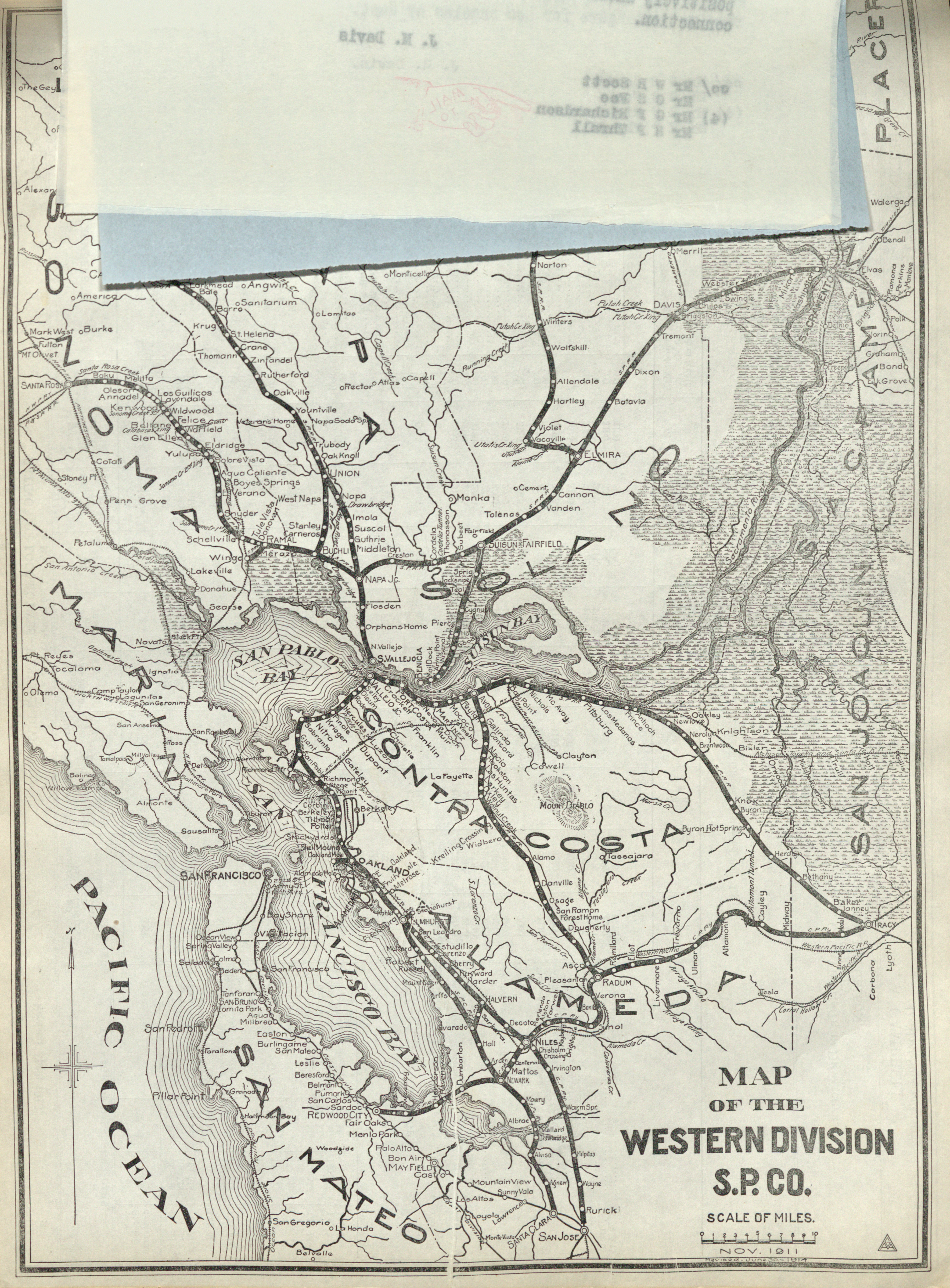
C H Ketcham Stockton

While schedules of trains 51 and 88 are as at present, hold No. 88 at Tracy to get connection from No. 51, unless it is positively known there are no passengers desiring to make the connection.

J. M. Davis

cc/ Mr W R Scott
Mr C S Fee
(4) Mr G F Richardson
Mr H P Thrall

MAIL TO


SONOMA
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SAN MATEO
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SAN PABLO BAY
SUISUN BAY
SAN FRANCISCO BAY
MOUNT DIABLO
Santa Rosa
Petaluma
Novato
San Rafael
Sausalito
San Francisco
Napa
Napa Jc.
St. Helena
Calistoga
Vallejo
S. Vallejo
Benicia
Suisun Fairfield
Elmira
Vacaville
Dixon
Davis
Winters
Woodland
Sacramento
Elk Grove
Port Costa
Martinez
Avon
Pittsburg
Antioch
Byron
Tracy
Stockton
Livermore
Pleasanton
Niles
Hayward
San Leandro
Oakland
Berkeley
Richmond
Alameda
Walnut Creek
Concord
Danville
San Ramon
Newark
Centerville
Irvington
Milpitas
San Jose
Santa Clara
Mountain View
Palo Alto
Redwood City
San Mateo
Burlingame
San Bruno
Colma
Half Moon Bay
Los Altos
San Gregorio
La Honda
Carbona
Altamont
Midway
Lathrop

MAP OF THE WESTERN DIVISION S.P. CO.

SCALE OF MILES.

NOV. 1911

Revised June 30 - 1914

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

TIME TABLE

16

FOR THE

STOCKTON DIVISION

To Take Effect Sunday, January 4, 1914, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

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W. R. SCOTT,
General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

Eastward. FROM SAN FRANCISCO—Tracy and Brighton Sub-Division.

Capacity of Sidings in Cars, and location of Scales, Fuel, Water and Turning Stations	THIRD CLASS							FIRST CLASS															Distance from San Francisco via Niles	Time Table No. 16 January 4, 1914
	298	286	288	254	256			6	80	192	50	52	38	124	8	136	32	84	82	122	210	86		
	Way Freight	Way Freight	Stockton Freight	Ogden Manifest	Sunset Manifest			Atlantic Express	Stockton Flyer	Sacramento Passenger	Fresno Express	Fresno Passenger	Stockton Passenger	Sacramento Passenger	Los Angeles Passenger	Stockton Passenger	Stockton & Sacramento Express	Bakersfield Passenger	Sacramento Passenger	Sacramento Passenger	The Newsboy	Fresno Express		
	Leave Daily Ex. Sun.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**
								6.40PM	5.00PM		4.40PM	3.20PM	4.00PM		10.40AM	10.40AM	9.00AM	8.40AM	7.20AM		2.15AM	12.20AM	0.0	**SAN FRANCISCO**
Term. Yard WFTYO P	6.30AM	6.00AM	4.00AM	3.45AM				s 9.35PM	s 7.27PM		s 7.07PM	¶**6.55**PM	s **6.50**PM	s 3.35PM	s **1.50**PM	s **1.40**PM	¶12.35PM	¶12.05PM	s 10.15AM	s 8.45AM	s 5.10AM	s 3.10AM	70.8	DNR **TRACY** 3.1
93 P	6.40	6.20	4.15	3.55				9.40	7.33		7.11	f 7.00	f 6.55	s 3.40	1.56	f 1.45	12.40	12.10	10.20	s 8.50	5.15	3.15	73.9	BANTA 3.8
P	6.52	6.35	4.30	4.05				9.45	7.39		7.16	f 7.05	7.00	f 3.47	2.03	f 1.52	f 12.46	12.15	10.25	f 8.56	5.20	3.22	77.7	S. JOAQUIN RIVER BRIDGE (No siding) 3.8
103 WY P	**7.10**AM	**7.00**	4.45	4.15	3.00AM			9.52	7.45		s **7.22**PM	s **7.15**PM	**7.10**	3.55 s 4.10	s 2.10PM	s 1.59	s 12.55	s 12.22PM	s 10.33	9.03 s 9.10	s 5.27	s 3.30AM	81.5	DNR **LATHROP** 4.6
100 P		7.25	5.05	4.27	3.15			10.00	7.52				7.18	s 4.20		f 2.05	f 1.05		10.40	s 9.17	5.35		86.1	FRENCH CAMP 1.6
																							87.7	W. P. Crossing 3.2
Interm. Yard WFTYO P		7.45 8.45	**5.30** **5.55**	4.45	3.50			s 10.10	s 8.00PM	s **7.35**PM			s **7.25**PM	s 4.30		s 2.15PM	s 1.20		s 10.50	s 9.35	s **5.45**		90.9	A. T. & S. F. Crossing DNR **STOCKTON** 1.4
																							92.3	W. P. Crossing 0.1
10																							92.4	ARMBRUST (Spur) 0.3
100 P		8.55	6.05	4.51	3.57			10.15		7.42				f 4.35			f 1.25		f 10.55	f **9.40**	5.50		92.7	EL PINAL (Spur) 0.8
5																			f				93.5	JARN (Spur) 2.0
														f					f				95.5	HAMMER (No Siding) 1.1
92 P		**9.35** **9.45**	6.17	5.00	4.10			10.20		7.48				f 4.40			1.32		f 11.00	f **9.45**	5.58		96.6	CASTLE 1.4
										f				f					f				98.0	RACIMO (No Siding) 0.8
														f					f				98.8	PEARSON (No Siding) 1.4
50 P		10.20	6.30	5.10	4.24			10.25		7.55				f 4.45			1.40		f 11.07	f 9.50	6.03		100.2	ARMSTRONG 0.9
														f					f				101.1	METTLER (No Siding) 1.0
														f					f				102.1	BARNHART (No Siding) 1.2
104WFT P		**10.45** **11.45**AM	6.45	5.20	4.35			s 10.35		s 8.05				s 4.55			s 1.50		s **11.15**	s 10.00	s 6.10		103.3	DN **LODI** 1.8
16														f					f	f			105.1	URGON (Spur) 1.1
68		12.01PM	7.00	5.28	4.45			10.41		s 8.10				s 5.00			s 1.55		s 11.20	s 10.05	6.15		106.2	D ACAMPO 1.0
														f					f				107.2	PIERRE (No Siding) 1.1
														f					f				108.3	JAHANT (No Siding) 1.2
90 P		12.13	7.17	5.37	4.55			10.46		**8.16**				f **5.06**			f 2.00		f **11.27**	f 10.10	6.20		109.5	FOREST LAKE 2.2
49WFT P		12.30	7.30	5.45	5.09			s 10.52		s 8.21				s 5.12			s 2.10		s 11.37	s **10.20**	f 6.25		111.7	DN **GALT** 2.8
														f					f				114.5	TWIN CITY (No Siding) 1.0
91 P		12.58	**7.50**	5.56	5.20			10.59		8.28				f 5.21			2.15		f 11.47	10.25	6.30		115.5	NEED 2.0
20		1.10	8.03	6.01	5.28			11.02		8.31				f 5.28			f 2.19		f 11.50	f 10.29	6.33		117.5	ARNO 2.0
51 P		1.20	8.20	6.06	5.36			11.05		**8.35**				f 5.33			f 2.23		f 11.54AM	f 10.33	6.36		119.5	McCONNELL 3.4
100		1.35	8.42	6.17	5.49			11.10		s 8.40				s **5.42**			s 2.30		s 12.02PM	s 10.40	f 6.41		122.9	D ELK GROVE 1.0
7														f					f				123.9	BOND (Spur) 1.8
51 P		1.45	9.05	**6.45**	6.00			11.14		8.45				f 5.49			**2.38**		f 12.10	**10.48**	**6.45**		125.7	MEADOWS 3.3
94		2.00	9.20	7.00	6.12			11.19		s 8.51				s 5.54			s 2.46		s 12.18	s 10.55	f 6.50		129.0	D FLORIN 2.9
16																							131.9	POLK 0.4
																							132.3	End of Double Track 0.9
WP		**2.25**PM	9.45AM	**7.18**AM	6.30AM			11.30PM		s 8.58PM				s 6.02PM			s 2.53PM		s 12.28PM	s 11.02AM	s 6.56AM		133.2	DNR **BRIGHTON**
		2.45PM						s 11.50PM		s 9.15PM				s 6.20PM			s 3.10PM		s 12.45PM	s 11.20AM	s 7.15AM		139.1	**SACRAMENTO**
		Via Elvas	11.45AM	8.15AM	7.40AM			Via Homestead		Via Elvas				Via Elvas			Via Elvas		Via Elvas	Via Elvas	Via Elvas		150.9	**ROSEVILLE**
	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		62.4
	(0.40)	(8.25)	(5.45)	(3.33)	(3.30)			(1 55)	(0.33)	(1.23)	(0.15)	(0.20)	(0.35)	(2.27)	(0.20)	(0.35)	(2.18)	(0.17)	(2.13)	(2.17)	(1.46)	(0.20)		..............Time over District.
	16.05	9.98	11.70	17.58	14.77			32.56	36.54	30.58	42.80	32.10	34.46	28.37	32.10	34.46	27.13	37.76	28.15	28.80	35.32	32.10		..............Average speed per hour.

Automatic Block

Double Track

Automatic Block

Double Track

Westward trains are superior to trains of the same class in the opposite direction (See Rule 72).

Single track over San Joaquin Bridge: Trains will be governed by interlocking signals.

Eastward main track between A. T. & S. F. R. R., crossing Stockton, and El Pinal is not protected by Automatic Signals.

Signal 928, located about thirty (30) feet west of junction switch at El Pinal, will stand normally at stop, and will clear when junction switch is thrown for eastbound train, if track is clear.

ADDITIONAL FLAG STOPS
- No. 38 stop at French Camp to let off passengers.
- No. 32 Banta, for express and to let off passengers.
- Nos. 82 and 124 at Connolly, Coon, Tribble, Sibeck, Jackson and Davies.
- No. 6 stop all stations on signal to receive passengers for Ogden or points east thereof.

TOWARD SAN FRANCISCO—Tracy and Brighton Sub-Division.

Westward.

Time Table No. 16 January 4, 1914	Distance from Sacramento via Niles	FIRST CLASS													THIRD CLASS				
		87	79	191	135	49	3	181	31	83	7	37	121	51	285	297	253	257	223
		Fresno Express	Stockton Flyer	Sacramento Passenger	Stockton Passenger	Fresno Express	California Mail	Stockton Passenger	Stockton & Sacramento Express	Bakersfield Passenger	Los Angeles Passenger	Sacramento Passenger	Sacramento Passenger	Fresno Passenger	Way Freight	Way Freight	Ogden Manifest	Sunset Manifest	Tracy Freight
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily
SAN FRANCISCO	139.1	7.50AM	10.10AM		12.50PM	12.50PM	1.30PM	2.50PM	4.30PM	4.30PM	8.10PM	7.30PM	10.40PM	10.40PM					
Automatic Block Double Track DNR **TRACY** 3.1	68.3	s 4.50AM	s 7.43AM		s 9.25AM	s 9.30AM	s 10.25AM	s 12.14PM	¶ 12.55PM	¶ 1.15PM	s 4.30PM	s 4.35PM	s **7.50PM**	s **8.00PM**	3.45PM	5.15PM	7.30PM		11.55PM
BANTA 3.8	65.2	4.43	7.37		f 9.17	9.23	10.15	12.09	f 12.47	1.10	4.23	f 4.29	7.43	7.53	3.15	4.55	7.11		11.30
SAN JOAQUIN RIVER BRIDGE (No siding) 3.8	61.4	4.36	7.31		f 9.08	9.17	10.07	12.04PM	f 12.38	1.05	4.16	f 4.21	7.38	7.47	2.55	4.35	6.35		11.15
DNR **LATHROP** 4.6	57.6	s 4.30AM	7.25		s **9.01**	s **9.10AM**	10.00	s 11.58AM	12.30 s 12.17	s 12.58PM	s **4.10PM**	s **4.15**	**7.30** s 7.15	s **7.40PM**	2.35	**4.20PM**	6.25	10.00PM	11.00
FRENCH CAMP 1.6	53.0		7.18		f 8.53		9.52	11.50	f 12.08			f 4.07	f 7.05		2.15		6.15	9.45	10.45
W. P. Crossing 3.2	51.4																		
A. T. & S. F. Crossing DNR **STOCKTON** 1.4	48.2		s 7.10AM	s **8.40AM**	s **8.45AM**		s 9.45	s 11.40AM	s 12.01PM			s 4.00	s 6.55		1.45 1.00		6.10	9.25	10.30
Automatic Block **W. P. Crossing** 0.1	46.8																		
ARMBRUST (Spur) 0.3	46.7																		
EL PINAL (Spur) 0.8	46.4			f 8.35			**9.40**		f 11.55AM			f 3.47	f 6.50		12.50		5.59	9.10	9.55
JARN (Spur) 2.0	45.6			f								f							
HAMMER (No Siding) 1.1	43.6			f								f							
CASTLE 1.4	42.5			f 8.27			**9.35**		11.50			f 3.40	f 6.44		12.25		5.50	8.59	9.45
RACIMO (No Siding) 0.8	41.1			f								f							
PEARSON (No Siding) 1.4	40.3			f								f							
ARMSTRONG 0.9	38.9			f 8.21			9.30		11.45			f 3.32	f 6.37		12.05PM		5.37	8.46	9.35
METTLER (No Siding) 1.0	38.0			f								f							
BARNHART (No Siding) 1.2	37.0			f								f							
DN **LODI** 1.8	35.8			s 8.15			s 9.25		s **11.40**			s 3.26	s 6.30		**11.50AM** **10.45**		5.25	8.35	9.25
URGON (Spur) 1.1	34.0			f								f							
D ACAMPO 1.0	32.9			s 8.07			9.17		s 11.34			s 3.20	s 6.22		10.36		5.15	8.26	9.17
PIERRE (No Siding) 1.1	31.9			f								f							
JAHANT (No Siding) 1.2	30.8			f								f							
FOREST LAKE 2.2	29.6			f 8.02			9.10		f **11.27**			f 3.13	f 6.16		10.27		**5.06**	**8.16**	9.08
DN **GALT** 2.8	27.4			s 7.56			s 9.05		s 11.20			s 3.08	s 6.09		**10.20**		4.50	8.00	9.00
TWIN CITY (No Siding) 1.0	24.6			f								f							
NEED 2.0	23.6			f **7.50**			8.53		11.10			f 3.00	6.00		9.25		4.32	7.40	8.51
ARNO 2.0	21.6			f 7.46			8.50		f 11.05			f 2.56	f 5.56		9.12		4.26	7.30	8.40
McCONNELL 3.4	19.6			f 7.42			8.47		f 11.00			f 2.52	f 5.51		9.00		4.20	7.18	**8.35**
D ELK GROVE 1.0	16.2			s 7.35			**8.42**		s 10.55			s 2.46	s **5.42**		**8.42**		4.10	7.00	8.20
BOND (Spur) 1.8	15.2			f															
MEADOWS 3.3	13.4			f 7 30			8.38		**10.48**			**2.38**	5.36		8.10		4.00	6.45	8.14
D FLORIN 2.9	10.1			s 7.24			8.33		s 10.42			s 2.32	s 5.29		7,55		3.50	6.30	8.05
POLK 0.4	7.2																		
End of Double Track 0.9	6.8																		
DNR **BRIGHTON** Double Track	5.9			s **7.18AM**			8.25AM		s 10.33AM			s **2.25PM**	s 5.22PM		7.35AM		3.35PM	6.15PM	7.55PM
SACRAMENTO	0.0			s 7.00AM			s 8.05AM		s 10.15AM			s 2.10PM	s 5.05PM		7.10AM				7.40PM
ROSEVILLE				Via Elvas			Via Homestead		Via Elvas			Via Elvas	Via Elvas		Via Elvas		2.50PM	5.00PM	Via Elvas
62.4		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily
Time over District		(0.20)	(0.33)	(1.22)	(0.40)	(0.20)	(2.00)	(0.34)	(2.22)	(0.17)	(0.20)	(2.10)	(2.28)	(0.20)	(8.10)	(0.55)	(3.55)	(3.45)	(4.00)
Average speed per hour		32.10	36.54	30.95	30.15	32.10	31.20	35.47	27.68	37.76	32.10	28.80	28.58	32.10	9.85	11.67	15.50	13.79	15.18

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72).
Single track over San Joaquin Bridge: Trains will be governed by interlocking signals.

ADDITIONAL FLAG STOPS

No. 37 and 191 at Connolly, Coon, Tribble, Sibeck, Jackson and Davies.
No. 3 stop all stations to discharge passengers from Ogden or points east thereof.

Eastward. FROM SAN FRANCISCO—Tracy and Fresno Sub-Division—TOWARD SAN FRANCISCO. Westward.

Capacity of sidings in Cars, and location of Scales, Fuel, Water, and Turning Stations	THIRD CLASS		SECOND CLASS			FIRST CLASS			Distance from San Francisco via Antioch		Time Table No. 16 January 4, 1914	Distance from Fresno via Kerman and Antioch	FIRST CLASS			SECOND CLASS			THIRD CLASS
	248 Way Freight	242 Fresno Mdse. Freight	92 Los Banos Motor	94 H. & S. L. Passenger	90 H. & S. L. Passenger	88 Fresno Passenger	26 The Owl	36 Fresno Passenger			**STATIONS**		25 The Owl	35 SanFrancisco Passenger	85 SanFrancisco Passenger	91 Los Banos Motor	89 H. & S. L. Passenger	93 H. & S. L. Passenger	247 Way Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
						5.00PM	5.00PM	7.20AM	0.0		**SAN FRANCISCO**	208.4	7.30AM	4.30PM	10.40PM	10.10AM			
Term Yard WFTYO **P**	6.30AM	1.00AM	s **4.40PM**			s **8.00PM**	s 7.25PM	s 10.30AM	82.2	DNR	**TRACY** 2.7	126.2	s 4.55AM	¶ 12.35PM	s **7.50PM**	s 7.40AM			**4.30PM**
50 I	6.40	1.10	f 4.45			8.05	7.29	f 10.35	84.9		W. P. Crossing LYOTH 3.0	123.5	4.45	f 12.27	7.40	f 7.26			4.20
64	6.50	1.20	f 4.51			f 8.12	**7.33**	f 10.41	87.9		YARMOUTH 4.7	120.5	4.40	f 12.22	f **7.33**	f 7.20			4.10
61	**7.11**	1.30	f 5.00			f 8.19	7.39	s 10.50	92.6		VERNALIS 0.9	115.8	4.34	s 12.14	f 7.24	f **7.11**			3.50
18									93.5		OHM (Spur) 1.4	114.9							
21			f			f		f	94.9		ROMAIN (Spur) 1.5	113.5		f	f	f			
54	7.25	1.40	f 5.07			8.25	7.44	10.56	96.4		HALLY 4.0	112.0	4.28	12.06PM	7.17	f 7.02			3.35
61 W	7.55	1.50	s 5.14			f 8.32	7.49	s 11.03	100.4	D	WESTLEY 4.4	108.0	4.22	s 11.59AM	s 7.08	s 6.55			3.20
15			f			f		f	104.8		VANORMER (Spur) 2.6	103.6		f	f	f			
60	8.25	2.06	s 5.25			s 8.44	7.58	s 11.15	107.4	DN	PATTERSON 5.8	101.0	4.12	s 11.46	s 6.52	s 6.43			2.55
48	8.50	2.22	s 5.40			s 8.54	8.05	s **11.34**	113.2	D	CROWS LANDING 2.8	95.2	4.04	s **11.34**	s 6.41	s 6.32			2.35
24									116.0		STOMAR (Spur) 1.3	92.4							
59	9.05							f	117.3		TIMBA 2.2	91.1		f					2.20
62 W	9.25	2.40	s 5.58			s 9.04	8.13	s 11.50AM	119.5	D	NEWMAN 4.0	88.9	3.54	s 11.17	s 6.25	s 6.18			2.10
58	9.55	2.50	s **6.13**			s 9.12	8.18	s 12.04PM	123.5	D	GUSTINE 3.4	84.9	3.49	s 11.04	s **6.13**	s 6.08			1.50
47	10.05	2.59	f 6.19			f 9.18	8.23	f 12.12	126.9		LINORA 2.4	81.5	3.44	f 10.52	f 6.02	f 6.01			1.35
77	10.13	3.04	f 6.24			f 9.22	8.26	s 12.18	129.3		INGOMAR 6.3	79.1	3.41	s 10.47	f 5.57	f 5.56			1.25
60	**10.35**	**3.33**	f 6.35			f 9.31	8.34	s 12.30	135.6	D	VOLTA 2.8	72.8	**3.33**	s **10.35**	s 5.45	s 5.45			1.05
13									138.4		TRENT (Spur) 2.0	70.0							
93 WY	11.00	4.05	s 6.45PM			s 9.39	8.40	s **12.45**	140.4	DNR	**LOS BANOS** 1.2	68.0	3.26	s 10.24	s 5.34	s 5.35AM			**12.45**
11						f		f	141.6		ABATTO (Spur) 6.7	66.8		f	f				
61	11.25	4.27				f 9.49	8.50	f 1.00	148.3		AGATHA 1.3	60.1	3.14	f 10.06	f 5.17				12.10PM
16						f		f	149.6		BRITO (Spur) 3.4	58.8		f	f				
61	**11.50AM**	4.45				s 9.56	8.56	s 1.16	153.0	D	DOS PALOS 6.8	55.4	3.08	s 9.57	s 5.10				**11.50AM**
47	12.15PM	5.02				f 10.05	9.05	f 1.30	159.8	Automatic Block	OXALIS 1.8	48.6	2.59	f 9.40	f 4.58				11.10
14						f			161.6		SILAXO (Spur) 4.6	46.8		f					
62 W	12.45	5.19				s 10.15	9.13	s 1.42	166.2	D	FIREBAUGH 4.6	42.2	2.51	s 9.29	s 4.47				10.50
51	1.05	5.30				10.24	9.19	1.51	170.8		CROMIR 2.0	37.6	2.45	9.21	4.39				10.25
17						f		f	172.8		ARBIOS (Spur) 1.7	35.6		f	f				
105 WFT	1.30	5.40				s 10.31	9.24	s 1.58	174.5	D	MENDOTA 7.4	33.9	2.40	s 9.14	s 4.33				10.10
Y	1.50			s 11.30AM				s 2.12	181.9	DR	**INGLE** 2.6	26.5		s 9.00	f 4.21			s 5.30PM	9.30
51	2.00	6.05		f 11.36		f 10.49	9.36	f 2.18	184.5		JAMESAN 8.5	23.9	2.28	f 8.53	f 4.16			f 5.25	9.15
73 WY	**2.25** **3.00**	6.30		s 11.52	s **8.35AM**	s 11.04	9.47	s **2.32** **2.40**	193.0	DNR	**KERMAN** 3.2	15.4	2.17	s **8.40** **8.32**	s 4.01		s **2.32PM**	s 5.11	**8.50** **7.45**
16				f	f	f		f	196.2		RUGG (Spur) 0.5	12.2		f	f		f	f	
62	3.30	6.45		f 11.59AM	f 8.42	11.11		f 2.48	196.7		FLOYD 1.8	11.7		f 8.26	3.51		s 2.21	s 5.01	7.25
50	**3.48**	6.50		s 12.02PM	s 8.45	11.14	9.55	f 2.52	198.5		ROLINDA 2.3	9.9	2.09	f 8.22	f **3.48**		s 2.18	s 4.58	7.15
100				f	f				200.8		KEARNEY (Spur) 1.0	7.6					f	f	
46 Y				f	f				201.8		NEVILLS (Spur) 0.7	6.6					f	f	
52	4.10	**7.01**		s 12.10	s 8.53	11.20	10.00	f 2.59	202.5		PRATTON 1.2	5.9	2.04	f 8.16	s 3.42		s 2.12	s 4.52	**7.01**
6				f	f				203.7		FORSEY (Spur) 1.9	4.7					f	f	
16				f	f				205.6		CRAYOLD (Spur) 0.9	2.8					f	f	
21				f	f				206.5		WESBY (Spur) 1.9	1.9					f	f	
Term Yard WFTOY	**4.30PM**	7.30AM		s 12.25PM	s 9.10AM	s 11.35PM	s 10.15PM	s **3.15PM**	208.4	DNR	**FRESNO**	0.0	s 1.55AM	s 8.05AM	s **3.30PM**		s 2.00PM	s **4.40PM**	6.30AM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(126.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(10.00) 13.40	(6.30) 19.42	(2.05) 27.93	(0.55) 28.91	(0.35) 26.40	(3.35) 35.22	(2.50) 44.54	(4.45) 27.33			……Time over District…… ……Average speed per hour……		(3.00) 42.07	(4.30) 28.90	(4.20) 29.12	(2.05) 27.13	(0.32) 28.87	(0.50 31.80	(10.00) 14.15

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

ADDITIONAL FLAG STOPS:—Nos. 35, 36 and 85, Gadwall and Whites Bridge. No. 88, Gadwall.

Eastward. **FROM SAN FRANCISCO—Lathrop and Fresno Sub-Division—TOWARD SAN FRANCISCO.** Westward.

Capacity of sidings in Cars and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			FIRST CLASS					Distance from San Francisco Via Port Costa	Time Table No. 16 January 4, 1914	Distance from Fresno.	FIRST CLASS					THIRD CLASS		
	252	300	298	52	50	8	84	86				87	49	83	7	51	299	297	251
	Sunset Manifest	Way Freight	Way Freight	Fresno Passenger	Fresno Express	Los Angeles Passenger	Bakersfield Passenger	Fresno Express				Fresno Express	Fresno Express	Bakersfield Passenger	Los Angeles Passenger	Fresno Passenger	Way Freight	Way Freight	Sunset Freight
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily
				3.20PM	4.40PM	10.40AM	8.40AM	12.20AM	0.0	**SAN FRANCISCO**	205.5	7.50AM	12.50PM	4.30PM	8.10PM	10.40PM			
WY	10.15PM		7.15AM	s 7.39PM	s 7.26PM	s 2.15PM	s 12.30PM	s 3.30AM	92.9	DNR **LATHROP**	112.6	s 4.28AM	s 9.00AM	s 12.55PM	s 4.00PM	s **7.39**PM		4.20PM	2.50AM
I									93.8	0.9 W. P. Crossing	111.7								
89	10.30		7.32	s 7.45	**7.31**	s 2.26	12.36	3.38	96.7	2.9 D MANTECA	108.8	f 4.16	s 8.50	12.46	s 3.50	**7.31**		4.05	2.31
50	10.36		7.45	7.48		f 2.30	**12.42**	3.42	98.6	1.9 MORRANO	106.9	4.13	8.45	**12.42**	f 3.45			3.55	2.25
				f		f			99.6	1.0 CALLA (No Siding)	105.9				f				
				f		f			100.6	1.0 WESTON (Spur)	104.9		f		f				
41	10.50		**8.35**	s 7.55	7.39	s 2.42	s 12.50	f 3.50	103.1	2.5 D RIPON	102.4	f 4.05	s **8.35**	12.35	s **3.35**	7.20		**3.35**	2.10
43	10.59		9.02	s 8.02		s **2.51**	12.55	f **3.59**	106.3	3.2 D SALIDA	99.2	s **3.59**	s 8.25	12.30	s 3.25	7.15		**2.51**	2.00
									108.1	1.8 COVELL (Spur)	97.4								
85 W	11.59PM		9.57	s 8.17	s 7.51	s **3.10**	s 1.06	s 4.15	113.1	5.0 DN MODESTO	92.4	s 3.44	s 8.12	s 12.20	s **3.10**	s 7.05		2.05	1.36
41	12.12AM		10.35	s 8.25	7.57	s 3.23	**1.13**	f 4.21	117.4	4.3 D CERES	88.1	f 3.30	s 7.59	12.12	s 2.54	6.58		**1.13**	1.15
				f		f			119.3	1.9 ESMAR (Spur)	86.2				f				
41	12.23		10.50	f 8.31	8.02	f 3.29	1.18	4.26	120.8	1.5 KEYES	84.7	f 3.22	f 7.50	12.06PM	f 2.48	6.53		12.45	1.05
94	**12.50**		**11.15**	s 8 40	8.09	s 3.45	s 1.28	s 4.37	126.2	5.4 D TURLOCK	79.3	s 3.08	s 7.40	s 11.59AM	s 2.34	s 6.46		12.30PM 11.15AM	**12.50**
21	1.10		**11.51** AM	f 8.49	8.16	f 3.57	1.35	4.47	131.9	5.7 DELHI	73.6	2.55	f 7.25	**11.51**	f 2.20	6.37		10.58	12.32
95 W	1.25		12.15PM	s 8.56	8.22	s 4.05	s 1.42	f 4.53	136.4	4.5 D LIVINGSTON	69.1	s 2.45	s 7.17	11.45	s 2.12	6.31		10.40	12.19
29	1.35		12.30	f 9.02	8.25	f 4.10	1.46	4.57	138.9	2.5 ARENA	66.6	f 2.40	f 7.10	11.41	f 2.05	6.27		10.10	12.12
50	1.50		1.00	s 9.10	8.31	s 4.21	**1.53**	f 5.05	143.2	4.3 D ATWATER	62.3	f 2.30	s 7.03	11.35	s **1.53**	6.21		9.40	12.01AM
44						f			144.8	1.6 BUHACH	60.7				f				
						f			146.6	1.8 FERGUS (Spur)	58.9				f				
94 WFT**P**	**2.10**	12.55PM	**1.30**PM	s 9.25	s 8.40	s 4.40	s 2.04	s 5.20	150.5	3.9 DNR **MERCED**	55.0	s **2.10**	s 6.50	s 11.25	s **1.40**	s 6.11	11.55AM	9.00AM	11.40PM
49	2.30	**1.24**		f 9.35	8.48	f 4.54	2.12	f 5.30	156.6	6.1 LINGARD	48.9	1.52	f 6.36	11.14	f **1.24**	6.01	11.35		11.10
50	3.01	1.35		f 9.42	8.53	f 5.02	2.17	5.36	160.5	3.9 ATHLONE	45.0	f 1.45	f 6.30	**11.08**	f 1.18	5.56	**11.08**		10.57
8									163.3	2.8 LABRANZA (Spur)	42.2								
						f			165.8	2.5 SIERRA VISTA (Spur)	39.7				f				
94	3.30	2.10		f 9.51	9.01	f 5.12	2.25	5.46	166.9	1.1 MINTURN	38.6	1.35	6.21	11.00	s 1.09	5.48	10.40		10.38
43	3.40	2.15		f 9.54	9.03	s 5.14	f 2.27	f 5.48	168.1	1.2 D CHOWCHILLA	37.4	f 1.32	f 6.19	10.58	s 1.07	5.46	10.30		10.30
22	3.50	**2.32**		f 10.00	9.08	f 5.22	**2.32**	5.54	172.0	3.9 CALIFA	33.5	f 1.25	f 6.14	10.51	f 12.59	5.41	10.00		10.21
22				f		f			173.0	1.0 FAIRMEAD	32.5		f		f				
51 WFT	4.30	2.50		f **10.08**	9.14	s **5.35**	2.38	f **6.05**	176.5	3.5 D **BERENDA**	29.0	f 1.18	s **6.05**	s 10.43	s 12.52	**5.35**	9.35		**10.08**
93 O	4.50	3.29		s 10.20	s **9.23**	s 5.53	s 2.47	s 6.19	183.9	7.4 DN MADERA	21.6	s 1.06	s 5.52	s 10.32	s 12.39	s 5.26	8.50		**9.23**
31	5.00	3.50		f 10.25	9.27	f 5.57	2.51	f 6.23	186.7	2.8 BORDEN	18.8	f 1.01	f 5.45	10.26	f 12.32	5.22	8.10		9.06
50	5.10	4.20		f 10.32	9.32	f 6.06	2.56	6.29	190.2	3.5 IRRIGOSA	15.3	f 12.55	f 5.40	10.20	f 12.27	5.17	7.50		8.56
						f			193.5	3.3 THARSA (Spur)	12.0				f				
95 W**P**	**5.32**	4.54		f 10.40	9.39	f 6.15	3.03	f 6.36	195.6	2.1 HERNDON	9.9	f 12.47	f **5.32**	10.12	f 12.19	5.10	7.30		8.43
						f 6.21			199.3	3.7 **BIOLA JCT.**	6.2				f 12.14				
50	5.45	**5.04**		f 10.46	9.45	f 6.24	3.09	6.42	200.2	0.9 MUSCATEL	5.3	f 12.39	f 5.25	10.04	f 12.12	**5.04**	7.15		8.30
Term. Yard WTYF O	6.15AM	5.20PM		s 11.00PM	s 9.55PM	s 6.40PM	s **3.20**PM	s **6.55**AM	205.5	5.3 DNR **FRESNO**	0.0	s 12.30AM	s 5.15AM	s 9.55AM	s 12.01PM	s 4.55PM	**7.00**AM		8.15PM
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(112.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily
	(8.00)	(4.25)	(6.15)	(3.21)	(2.29)	(4.25)	(2.50)	(3.25)		..............Time over District..............		(3.58)	(3.45)	(3.00)	(3.59)	(2.44)	(4.55)	(7.20)	(6.35)
	14.07	12.45	9.22	33.62	45.34	25.49	38.56	32.95		............Average speed per hour............		28.39	30.03	37.53	28.27	41.19	11.18	6.73	17.10

Automatic Block.

√ 30

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72).

East leg of wye at Lathrop is not protected by automatic signals.

Eastward. FROM SAN FRANCISCO—Stockton and Merced Sub-Division—TOWARD SAN FRANCISCO. Westward.

Capacity of sidings in cars, and location of Scales, Fuel, Water and Turning Stations	THIRD CLASS	SECOND CLASS			FIRST CLASS	Distance from San Francisco		Time Table No. 16 January 4, 1914	Distance from Merced	FIRST CLASS	SECOND CLASS		THIRD CLASS
	306 Way Freight	706 Oakdale MOTOR	704 Oakdale MOTOR	702 Oakdale MOTOR	152 Passenger			STATIONS		151 Passenger	701 Stockton MOTOR	703 Stockton MOTOR	305 Way Freight
	Leave Daily Ex. Sunday	Leave Sat. and Sun. only	Leave Daily Except Sat. and Sun.	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
				7.20AM	9.00AM	0.0		**SAN FRANCISCO**	162.9	2.50PM	12.50PM	7.30PM	
Interm. Yard WFTY	7.00AM	5.30PM	4.30PM	10.55AM	1.30PM	90.9	DNR	**STOCKTON** W. P. Crossing 5.1	72.0	11.25AM	8.10AM	3.55PM	4.15PM
		f	f	f	f	96.0		ORFORD (Spur) 0.7	66.9	f	f	f	
	7.30	f 5.44	f 4.44	f **11.11**	f 1.40	96.7		CHARLESTON (Spur) 1.0	66.2	f **11.11**	f 7.56	f 3.38	3.56
		f	f	f		97.7		SIBLEY (Spur) 0.6	65.2		f	f	
		f	f	f	f 1.43	98.3		WALTHALL (Spur) 2.3	64.6	f	f	f	
	7.46	f 5.53	f 4.53	f 11.23	f	100.6		HOLDEN (Spur) 3.2	62.3	f 11.03	f **7.46**	f 3.32	3.45
10 WY	8.20	s 6.00	s 5.00	s 11.30	s **1.55**	103.8	D	**PETERS** 4.4	59.1	s 10.57	7.40	s **3.26**	**3.36** **1.00**
15	9.00	s 6.08	s 5.08	s 11.39	s 2.14	108.2	D	FARMINGTON 3.3	54.7	s 10.47	s 7.31	s 2.58	12.20PM
		f	f	f	f	111.5		GOTRI (Spur) 2.6	51.4	f	f	f	
30	9.25	f 6.22	f 5.21	f **11.53**	f 2.24	114.1		COMETA 2.7	48.8	f 10.35	f 7.18	f 2.48	**11.53AM**
		f	f	f 11.58AM	f 2.29	116.8	D	THALHEIM (Spur) 1.2	46.1	f 10.30	f	f	11.30
		f	f	f		118.0		EL-REPOSA (No Siding) 2.6	44.9		f	f	
		f	f	f	f **2.36**	120.6		BURNETT (Spur) 1.8	42.3	f	f	f **2.36**	
33 WT	**9.50** **11.30AM**	6.40PM	5.40PM	12.10PM	s 2.40 2.45	122.4	DR	OAKDALE A. T. & S. F. Crossing 3.9	40.5	s **10.15** **10.00**	7.00AM	2.25PM	**11.00** **9.15**
56	12.01PM				f 2.53	126.3		CLARIBEL 6.1	36.6	f 9.50			9.00
22	12.30				s 3.03	132.4	D	WATERFORD 1.6	30.5	s 9.35			8.45
22	12.40				s 3.07	134.0		HICKMAN 5.8	28.9	s 9.32			8.32
35 WT	1.20				s 3.18	139.8	D	MONTPELLIER 6.2	23.1	s 9.18			8.10
22	1.40				f 3.31	146.0		RYER 2.8	16.9	f 9.02			7.50
13	1.55				f 3.36	148.8		ARUNDEL 3.7	14.1	f 8.56			7.42
30	2.10				f 3.44	152.5		AMSTERDAM 4.7	10.4	f 8.48			7.30
					f	157.2		NAIRN (Spur) 3.9	5.7	f			
I						161.1		A. T. & S. F. Crossing 1.8	1.8				
WFT	2.55PM				4.05PM	162.9	DNR	**MERCED**	0.0	8.25AM			7.00AM
	Arrive Daily Ex. Sunday	Arrive Sat. and Sun. only	Arrive Daily Except Sat. and Sun.	Arrive Daily	Arrive Daily			(72.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(7.55) 11.52	(1.10) 27.00	(1.10) 27.00	(1.15) 25.20	(2.35) 28.80			Time over District Average speed per hour		(3.00) 26.18	(1.10) 27.00	(1.30) 21.00	(9.15) 14.70

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

No. 151 will wait at Oakdale until 10.45 a. m. for connection with Sierra Ry.

Eastward. FROM SAN FRANCISCO—Milton Branch—TOWARD SAN FRANCISCO. Westward.

Capacity of sidings in cars, and location of Scales, Fuel, Water and Turning Stations	SECOND CLASS	Distance from San Francisco		Time Table No. 16 January 4, 1914	Distance from Milton	THIRD CLASS
	154 Mixed			STATIONS		153 Mixed
	Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday
	9.00AM	0.0		**SAN FRANCISCO**	115.3	7.30PM
WY	1.55PM	103.8	DR	**PETERS** 5.7	11.5	3.26PM
11	f 2.14	109.5		WAVERLEY 5.8	5.8	f 3.07
T	2.33PM	115.3	DR	**MILTON**	0.0	2.48PM
	Arrive Daily Ex. Sunday			(11.5)		Leave Daily Ex. Sunday
	(0.38) 18.16			Time over District Average speed per hour		(0.38) 18.16

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Eastward FROM SAN FRANCISCO—Valley Spring Branch—TOWARD SAN FRANCISCO Westward

Capacity of sidings in Cars and location of Scales, Fuel, Water and Turning Stations	SECOND CLASS		Distance from San Francisco		Time Table No. 16	Distance from Valley Spring	THIRD CLASS		
	174	312			January 4, 1914		171	173	311
	Passenger	Mixed					Passenger	Passenger	Mixed
	Leave Daily	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday	Arrive Sunday only	Arrive Daily Ex. Sunday
	9.00AM		0.0		**SAN FRANCISCO**	130.2	4.30PM	10.40PM	10.40PM
WTF P	1.55PM	7.00AM	103.3	DNR	**LODI**	26.9	11.13AM	4.20PM	5.50PM
					3.8				
14	f	f	107.1		VICTOR	23.1	f	f	f
					3.6				
5 P	s 2.12	s 7.30	110.7		LOCKEFORD	19.5	s 10.57	s 4.02	s 5.10
					4.0				
23 P	s 2.25	s 7.55	114.7		CLEMENTS	15.5	s 10.47	s 3.53	s 4.35
					6.1				
34 P	s 2.40	s 8.25	120.8		WALLACE	9.4	s 10.33	s 3.40	s 4.05
					4.9				
			125.7		HALLOWAY (Spur)	4.5			
					0.7				
18	s 2.55	s 9.00	126.4		HELISMA	3.8	s 10.20	s 3.27	s 3.45
					2.9				
	f	f	129.3		NORVAL (Spur)	0.9	f	f	f
					0.9				
WTP	**3.10PM**	9.45AM	130.2	DR	**VALLEY SPRING**	0.0	10.10AM	**3.15PM**	3.30PM
	Arrive Daily	Arrive Daily Ex. Sunday			(26.9)		Leave Daily Ex. Sunday	Leave Sunday only	Leave Daily Ex. Sunday
	(1.15)	(2.45)			Time over District		(1.03)	(1.05)	(2.20)
	21.52	9.78			Average speed per hour		25.62	24.83	11.53

Trains will stop at Cemetery between Lockeford and Lodi for funeral parties.

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Eastward FROM SAN FRANCISCO—Ione Branch—TOWARD SAN FRANCISCO Westward

Capacity of sidings in Cars and location of Scales, Fuel, Water and Turning Stations	SECOND CLASS		Distance from San Francisco		Time Table No. 16	Distance from Ione	THIRD CLASS	
	132	314			January 4, 1914		131	313
	Mixed	Mixed					Mixed	Mixed
	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily
	9.00AM		0.0		**SAN FRANCISCO**	138.8	4.30PM	10.40PM
WFT P	2.15PM	6.30AM	111.7	DNR	**GALT**	27.1	11.05AM	5.50PM
					5.6			
	f	f	117.3		CONLEY (Spur)	21.5	f	f
					3.3			
19	f 2.40	f 7.00	120.6		CICERO	18.2	f 10.30	f 5.15
					1.4			
	f	f	122.0		CLAY (Spur)	16.8	f	f
					10.3			
34	s 3.13	f 7.30	132.3		CARBONDALE	6.5	s 9.50	f 4.35
					0.7			
15	f	f	133.0		YARU	5.8	f	f
					1.8			
			134.8		EDWIN (Spur)	4.0		
					0.4			
	f	f	135.2		CLARKSONA (Spur)	3.6	f	f
					2.5			
	f	f	137.7		DAGON (Spur)	1.1	f	f
					1.1			
32 WTY	3.30PM	8.40AM	138.8	DR	**IONE**	0.0	9.20AM	3.50PM
	Arrive Daily	Arrive Daily			(27.1)		Leave Daily	Leave Daily
	(1.15)	(2.10)			Time over District		(1.45)	(2.00)
	21.68	12 51			Average speed per hour		15.49	13.55

Trains will stop at Herald (Traction Co. Crossing) to receive or discharge passengers.

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Eastward FROM SAN FRANCISCO—Raymond Branch—TOWARD SAN FRANCISCO Westward

Capacity of sidings in Cars and location of Scales, Fuel, Water and Turning Stations	SECOND CLASS		Distance from San Francisco via Antioch		Time Table No. 16	Distance from Raymond	SECOND CLASS	
	156	160			January 4, 1914		159	155
	Mixed	Freight					Freight	Mixed
	Leave Daily	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday	Arrive Daily
	10.40AM		0.0		**SAN FRANCISCO**	197.4		4.30PM
WTF	5.25PM		176.5	DR	**BERENDA**	20.9		10.30AM
					3.3			
			179.8		A. T. & S. F. Crossing	17.6		
					4.0			
20	f 5.52		183.8		TALBOT	13.6		f 10.00
					4.1			
24	f 6.13		187.9		DAULTON	9.5		f 9.43
					2.9			
	f		190.8		JESBEL (Spur)	6.6		f
					4.2			
18	f 6.40		195.0		HERBERT	2.4		f 9.18
					1.3			
	f 6.50	8.45AM	196.3	R	**KNOWLES JCT.**	1.1	8.05AM	f 9.10
					1.1			
WT	7.00PM	**8.50AM**	197.4	DR	**RAYMOND**	0.0	8.00AM	**9.00AM**
	Arrive Daily	Arrive Daily Ex. Sunday			(20.9)		Leave Daily Ex. Sunday	Leave Daily
	(1.35)	(0.05)			Time over District		(0.05)	(1.30)
	13.20	13.20			Average speed per hour		13.20	13.93

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)
Exception: No. 160 is superior to No. 155.

Eastward FROM SAN FRANCISCO—Knowles Branch—TOWARD SAN FRANCISCO Westward

Capacity of sidings in Cars and location of Scales, Fuel, Water and Turning Stations	SECOND CLASS	Distance from San Francisco		Time Table No. 16	Distance from Knowles	THIRD CLASS
	158			January 4, 1914		157
	Freight					Freight
	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday
		0.0		**SAN FRANCISCO**	198.6	
	8.05AM	196.3	R	**KNOWLES JCT.**	2.3	8.40AM
				2.0		
		198.3		HILLSIDE (Spur)	0.3	
				0.3		
	8.15AM	198.6	R	**KNOWLES**	0.0	8.30AM
	Arrive Daily Ex. Sunday			(2.3)		Leave Daily Ex. Sunday
	(0.10)			Time over District		(0.10)
	13.80			Average speed per hour		13.80

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Eastward FROM SAN FRANCISCO—Woodbridge Branch—TOWARD SAN FRANCISCO Westward

Capacity of sidings in Cars and location of Scales, Fuel, Water and Turning Stations	SECOND CLASS	Distance from San Francisco		Time Table No. 16	Distance from Woodbridge	THIRD CLASS
	176			January 4, 1914		175
	Mixed					Mixed
	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday
	7.20AM	0.0		**SAN FRANCISCO**	105.8	7.30PM
WTF P	11.45AM	103.3	DNR	**LODI**	2.5	12.30PM
				2.5		
WT	11.59AM	105.8	R	**WOODBRIDGE**	0.0	12.15PM
	Arrive Daily Ex. Sunday			(2.5)		Leave Daily Ex. Sunday
	(0.14)			Time over District		(0.15)
	10.71			Average speed per hour		10.00

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Eastward.

FROM SAN FRANCISCO—BIOLA BRANCH—TOWARD SAN FRANCISCO.

Westward.

Capacity of sidings in cars, and location of Scales, Fuel, Water and Turning Stations	SECOND CLASS 294 Passenger Leave Daily	SECOND CLASS 396 Freight Leave Daily Ex. Sunday	SECOND CLASS 292 Passenger Leave Daily	Distance from San Francisco		Time Table No. 16 January 4, 1914 STATIONS	Distance from Biola	SECOND CLASS 291 Passenger Arrive Daily	SECOND CLASS 395 Freight Arrive Daily Ex. Sunday	SECOND CLASS 293 Passenger Arrive Daily
	10.40AM			0.0		**SAN FRANCISCO**	207.7	8.10PM		
	s 6.25PM	3.30PM	s 12.20PM	199.3	R	**BIOLA JUNCTION**	8.4	s 12.05PM	3.10PM	s 6.10PM
						1.2				
	f 6.33	3.38	f 12.28	200.5		CHIMANTI (No Siding)	7.2	f 11.57AM	3.02	f 6.02
						1.8				
	f 6.42	3.48	f 12.37	202.3		BULLARD	5.4	f 11.48	2.52	f 5.53
						1.9				
	f 6.54	4.00	f 12.48	204.2		SHAW	3.5	f 11.36	2.40	f 5.41
						2.0				
	s 7.06	4.15	f 1.01	206.2		DICKERSON	1.5	f 11.24	2.25	f 5.29
						1.5				
	s 7.15PM	4.30PM	s 1.10PM	207.7	R	**BIOLA**	0.0	s 11.15AM	2.10PM	s 5.20PM
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily			(8.4)		Leave Daily	Leave Daily Ex. Sunday	Leave Daily
	(0.50)	(1.00)	(0.50)			..........Time over District..........		(0.50)	(1.00)	(0.50)
	10.00	8.40	10.00			........Average speed per hour........		10.00	8.40	10.00

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Exceptions:—No. 292 is superior to No. 395.
No. 396 is superior to No. 293.

EXTRA TRAINS MAY PASS OR RUN AHEAD OF THIRD CLASS TRAINS WITHOUT AN ORDER TO DO SO.

STANDARD CLOCKS.

Tracy
Lathrop
Stockton
Lodi
Galt
Kerman
Merced
Berenda
Fresno

WATCH INSPECTORS.

San Francisco	Webb C. Ball, General Time Inspector, Flood Bldg.
Tracy	Z. L. Von Dack & Son.
Stockton	H. J. Kuechler & Son, 445 E. Main St.
Merced	F. F. Daunt.
Fresno	The Werner Co.
Sacramento	R. E. Lomax Co., 1008 K St.
Roseville	R. E. Lomax Co.

BULLETIN BOARDS.

Tracy
Stockton
Lodi
Galt
Raymond
Fresno

CLEARANCES.

All trains must receive clearance card at Stockton, and when operator is on duty at Raymond, Milton, Valley Spring and Ione.

On double track between Tracy and Stockton extras may run without running orders, but must obtain clearance card (Form 2643) before leaving Tracy or Stockton.

Extras from Lathrop and Fresno Sub-Division may run from Lathrop to Tracy or Stockton without running orders, but must obtain clearance card (Form 2643) at Lathrop.

Operators having orders for any train will fill out clearance, designating thereon numbers of all orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K., with time and Superintendent's initials, writing same before delivery in blank space following "Signal is out for." Operator will retain carbon copy of clearance.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

Rule 83-A will not apply at stations not telegraph offices or where offices are closed for the day.

TRAIN REGISTER EXCEPTIONS.

Tracy and Brighton Sub-Division trains register at Lathrop by register ticket.

Trains on Tracy and Brighton Sub-Division receiving a proceed train order signal at Lathrop will accept same as a check on register that all superior trains due have left.

Los Banos and Kerman will be register stations for first and second class trains. First class trains will register by ticket.

Ingle will be register station for Nos. 93 and 94 only.

Conductors and operators will comply with Rule 96 at registering stations where trains are not required to register the same as at non-registering stations.

TRAIN AND AIR INSPECTION.

After a continuous run of 30 miles, freight trains must be stopped and inspected as per Rule 820.

Engines of freight trains with more than 20 cars must be cut off from train before taking water.

All trains must make test of air brakes and air whistle signal from rear of train at Daulton, Raymond, Herbert, Yaru, Clay, Carbondale, Wallace, Norval and Valley Spring.

USE OF 19 FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

Within automatic block signal limits, the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used:

(1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)
(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)
(3) When issuing an order Form "G", Example 3.
(4) When giving any train right over all trains.
(5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

AUTOMATIC SIGNALS.

On SINGLE TRACK, within Automatic Block System limits, last portion of Rule 86 will not apply.

On SINGLE TRACK trains will wait five minutes before following flagman.

On DOUBLE TRACK trains must come to a stop, wait one minute, and then may proceed under control to next signal, flagman being invariably sent ahead in stormy or foggy weather.

When using cross-overs, trainmen must comply strictly with Rule 99, on both tracks, and after switches are thrown wait five (5) minutes before moving through cross-over.

This regulation does not apply within the limits of established yards.

AUTOMATIC SIGNALS—OVERLAPS.

Tracy and Brighton Sub-Division:
Arno—Eastward trains, 3500 feet west of west switch.
Westward trains, 3500 feet east of east switch.
Lathrop and Fresno Sub-Division:
Manteca—Eastward trains, 2300 feet west of east switch.
Tracy and Fresno Sub-Division:
Floyd—Eastward trains, 1500 feet west of east switch.

Overlap posts are painted white at the top and black at the base and stand about six feet high. Trains holding main track at overlap stations must not pass overlap posts, and switch must not be opened for opposing train unless such train has passed the signal at opposite end of block.

SPEED TABLE.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.	40	1.30	50	1.12

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

Note.—All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
MM-63 25-38/28 320	4200 to 4211	40	
A-84 15-25/28 110	3000 to 3009	77	48375 lbs.
A-79 15-25/28 102	3016 to 3024	67	46445 "
A-81 20/28 105	3025 to 3071	77	46380 "
T-69 21/28 149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299	60	44330 "
T-69 15½-26/28 142	2291, 2294, 2297	62	41526 "
T-63 18/30 78	2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206	52	22750 "
M-63 21/28 155	1720, 1721, 1724, 1770, 1771, 1773, to 1777, 1779	58	45190 "
M-63 21/28 144	1727 to 1729, 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790, to 1792, 1794, to 1797, 1799	53	42860 "
M-63 15/26-28 144	1730, 1733, 1786, 1793, 1798, 1802	56	42000 "
E-69 18/24 69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397	55	30190 "
E-73 18/24 63	1430 and 1432	61	27570 "
MC-57 26-40/30 394	4000 to 4016	53	43050 "
MC-57 26-40/30 398	4017 to 4028	53	43050 "
MC-57 26-40/30 401-s	4029 to 4043	53	43500 "
MC-57 26-40/30 395-s	4044 to 4048	53	43500 "
C-57 22/30 180	2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679	52	39650 "

The above table is for the information of engineers and must not be considered in any way to authorize exceeding speed limit specified below.

SPEED RESTRICTIONS.

THE MAXIMUM SPEED OF ANY TRAIN AT ANY POINT MUST NOT EXCEED FIFTY (50) MILES PER HOUR.

Trains will not exceed the following speed in miles per hour over distances as listed below: BETWEEN	Passenger	Motor Car	Freight
Tracy and Brighton	50	40	35
Tracy and Fresno	50	40	35
Lathrop and Fresno	50	40	35
Galt and Ione	25	25	25
Berenda and Daulton	30	30	30
Daulton and Raymond	20	20	20
Lodi and Wallace	35	35	35
Wallace to Norval	25	25	25
Norval to Valley Spring	35	35	35
Stockton and Merced via Peters	35	35	25
Peters and Milton	30	25	20
Biola Jct. and Biola	10	10	10
San Joaquin River Draw Bridge	12	12	12
Wooden Approach to Merced River Bridge, between Delhi and Livingston	35	35	25
WoodenApproach San Joaquin River Bridge, Herndon	25	25	15
Over Double Slip Switch at Junction of Tracy-Brighton and Tracy-Fresno Sub-Division	10	10	10
Consolidation Engines	30	....	30
Through Crossovers or Turnouts	15	15	15
Within the City Limits of:			
Stockton	8	8	8
Lodi	10	10	10
Modesto	15	15	15
Turlock	15	15	15
Merced	15	15	15
Fresno	8	8	8

SPECIAL RULES—Continued.

SPEED RESTRICTIONS—Cont'd.

LIGHT ENGINES	Running Forward	Running Backward
Switch Engine, 6-wheel connected	20	......
Mallet Consolidated (straight track)	25	20
Mallet Consolidated (curved track)	25	10
Mogul	25	10
Atlantic Type and heavy 8-wheelers (1500)	35	12
Pacific Type	35	12
Consolidation	25	12
On Raymond Branch	......	12
On Ione, Valley Spring and Milton Branches	......	15

Motor cars running backward must not exceed 10 miles per hour through yards and over highway crossings.

On the following grades of one per cent or over, the time consumed in traveling any one of the first five miles must not be less than three minutes:

Wallace to Norval.
Daulton to Raymond.

Freight trains must not exceed a speed of 20 miles per hour on the grade of one per cent or over between:

Daulton and Raymond.

Freight trains must not exceed a speed of 25 miles per hour on the grades of one per cent or over between:

Wallace and Norval.
Carbondale and Edwin.

LOCATION OF OVERHEAD STRUCTURES

MILE POST	EAST OF	DESCRIPTION
77.7	Banta	San Joaquin River Bridge
131.9	Florin	Overhead Crossing C. C. T. Co.
104.0	Ripon	Stanislaus River Bridge
136.2	Delhi	Merced River Bridge
148.5	Ryer	Merced River Bridge
148.9	Arundel	Overhead Highway Bridge
136.5	Clarksona	Sutter Creek Bridge

LOCATION OF OVERHEAD OBSTRUCTIONS

MAIN TRACKS

MILE POST	EAST OF	DESCRIPTION AND CLEARANCE
77.7	Banta	San Joaquin Bridge..........20 feet
136.5	Clarksona	Sutter Creek Bridge..........20 feet

SIDE TRACKS

MILE POST	EAST OF	DESCRIPTION AND CLEARANCE
92.7	El Pinal Winery	Trolley Wires..........22 feet

LOCATION OF SIDE OBSTRUCTIONS

MAIN TRACKS

MILE POST	EAST OF	DESCRIPTION AND CLEARANCE
77.7	Banta	San Joaquin Bridge.........7 feet, 2 inches
104.3	Lodi	Mokelumne River Bridge.....7 feet, 6 inches
104.0	Ripon	Stanislaus River Bridge......7 feet, 6 inches
136.2	Delhi	Merced River Bridge.......7 feet, 6 inches
100.7	Holden	Mormon Slough Bridge.......7 feet, 6 inches
148.5	Ryer	Merced River Bridge.......7 feet, 6 inches
136.5	Clarksona	Sutter Creek Bridge.........7 feet, 5 inches

JUNCTION SWITCHES.

Position of main track switches at Junctions.

Tracy.

West end, for Martinez Line.
East end, for Tracy and Brighton Sub-Division.

Lathrop.

Junction switches for both ends of yard for Tracy and Brighton Sub-Division.

The section of track between the east and the west legs of wye at Lathrop will be used only by passenger trains turning at Lathrop and must be kept clear of cars at all times. The inside wye switches will be set and locked for the wye.

Outside wye: East leg for Tracy and Brighton Sub-Division; west leg to be used as main track for Lathrop and Fresno Sub-Division.

Cross-over in track 3 to be used by passenger trains.

El Pinal.

For westward trains.

Lodi.

Woodbridge Branch for the Tracy and Brighton Sub-Division; Valley Spring Branch for siding on Tracy and Brighton Sub-Division.

Galt.

Ione Branch for siding on Tracy and Brighton Sub-Division.

COMPANY SURGEONS.

NAME	LOCATION	DISTRICT
Dr. F. K. Ainsworth, Chief Surg. and Manager	San Francisco	
Dr. G. A. White, Consulting Surgeon	Sacramento	
Dr. A. M. Henderson, Division Surgeon	Sacramento	Between Webster, Sacramento and Florin.
Dr. G. L. Stevenson	Sacramento	Between Webster, Sacramento and Florin.
Dr. W. E. Briggs, Oculist and Aurist	Sacramento	
Dr. J. E. Frazer	Galt	Between Arno, Acampo and Cicero.
Dr. H. Beattie	Elk Grove	Between Florin and Arno.
Dr. A. L. Adams	Ione	Between Cicero and Ione.
Dr. B. J. Powell, Oculist and Aurist	Stockton	
Dr. W. W. Fitzgerald	Stockton	Between Castle, Lathrop and Peters.
Dr. F. R. Clarke	Stockton	Between Castle, Lathrop and Peters.
Dr. A. W. Tower	Lodi	Between Acampo and Castle.
Dr. S. R. Arthur, Emergency Surgeon	Woodbridge	
Dr. J. G. Priestly, Emergency Surgeon	Lockeford	
Dr. J. A. Dawson, Emergency Surgeon	Milton	
Dr. B. B. Ward, Emergency Surgeon	Lathrop	
Dr. I. B. Thompson	Oakdale	Between Peters and Claribel.
Dr. J. L. Hennemuth	Waterford	Between Claribel and Montpellier.
Dr. R. H. Goodale, Emergency Surgeon	Manteca	
Dr. N. B. Gould, Emergency Surgeon	Ripon	
Dr. C. W. Evans	Modesto	Between Lathrop and Livingston.
Dr. S. W. Cartwright, Emergency Surgeon	Ceres	
Dr. P. N. Jacobsen, Emergency Surgeon	Turlock	
Dr. C. H. Castle	Merced	Between Livingston, Minturn and Montpellier.
Dr. C. W. Reid	Madera	Between Minturn and Borden.
Dr. E. L. Burch, District Surgeon	Raymond	Between Berenda and Raymond.
Dr. O. B. Doyle	Fresno	Between Borden, Rolinda and Fresno.
Dr. D. H. Trowbridge, Oculist and Aurist	Fresno	
Dr. D. E. Arnold, District Surgeon	Kerman	Between Mendota and Rolinda.
Dr. S. E. D. Pinniger	Tracy	Between Byron, Westley, Midway and Lathrop.
Dr. H. V. Armistead	Newman	Between Westley and Ingomar.
Dr. C. F. Wade	Los Banos	Between Ingomar and Mendota.
Dr. R. W. Hartwell, Emergency Surgeon	Dos Palos	

Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

STRETCHERS.

TRACY LODI BERENDA
STOCKTON GALT MERCED
TRACY WRECKING CAR

HOSPITALS.

GENERAL HOSPITAL..........SAN FRANCISCO
S. P. HOSPITAL..........SACRAMENTO
S. P. HOSPITAL..........WEST OAKLAND

TONNAGE OF PASSENGER CARS.

	Wood	Steel		Wood	Steel
Baggage, Mail and Express	66 Ms	93 Ms	Dining Cars	128 Ms	146 Ms
Baggage and Passenger	54 Ms	....	Horse Express	81 Ms	....
Baggage	75 Ms	88 Ms	Observation Cars	122 Ms	150 Ms
Business	105 Ms	....	Postal Cars (60 ft.)	....	110 Ms
Buffet Cars	114 Ms	146 Ms	Postal Cars (40 ft.)	....	77 Ms
Chair Cars	87 Ms	98 Ms	Pullman Parlor Cars	121 Ms	....
Coaches, 1st Class	71 Ms	92 Ms	Pullman Standard Sleepers	128 Ms	150 Ms
Coaches, 2d Class	47 Ms	....	Pullman Tourist Sleepers	94 Ms	143 Ms
Dynamo	94 Ms	105 Ms	Tea and Silk	48 Ms	....

INTERLOCKING PLANTS.

SAN JOAQUIN RIVER BRIDGE TOWER.—San Joaquin River Bridge between Banta and Lathrop:

Eastward trains on eastward main track will be governed by two-arm signal located 450 feet west of junction switch. Eastward trains on westward main track will be governed by dwarf signal located 350 feet west of junction switch.

Westward trains on westward main track will be governed by two-arm signal located 450 feet east of junction switch. Westward trains on eastward main track will be governed by dwarf signal located 350 feet east of junction switch.

FRENCH CAMP TOWER.—Western Pacific R. R. Crossing One Mile East of French Camp:

Eastward or Westward trains will be governed by respective signals located 450 feet from crossing.

STOCKTON TOWER No. 2.—A. T. & S. F. Crossing, Sacramento and Taylor Streets:

Eastward trains on eastward main track will be governed by one-arm signal and suspended dwarf signal, located directly over eastward main track on signal bridge 800 feet west of crossing. One-arm will govern route over crossing on eastward main track; suspended dwarf signal will govern route over cross-over just west of crossing.

Westward trains on westward main track will be governed by three-arm stub bracket pole located 500 feet east of crossing. Upper arm will govern route over crossing on westward main track. Lower arm will govern route over cross-over west of crossing.

Other train movements at this tower will be governed by dwarf signals.

Engineers will sound whistle signals as follows when they wish switches lined:

For westward main track, one long, ———.

For eastward main track, one long, one short, ——— o.

For passing track, long, two short, long, ——— o o ———.

For middle track, one long, one short, one long, ——— o ———.

For Gaun's track, one short, one long, o ———.

For Houser and Haines track, two short, one long, o o ———.

STOCKTON TOWER No. 3.—Western Pacific R. R. Crossing Weber Avenue and Union Street:

Westward trains from Stockton and Merced Sub-Division will be governed by two-arm bracket pole on left-hand side of track: Upper arm governs to depot; lower arm for either leg of Wye.

Eastward trains from depot will be governed by one-arm stub bracket pole.

Trains from roundhouse will be governed by one-arm pole. Other train movements will be governed by dwarf signals.

STOCKTON TOWER No. 4.—Western Pacific R. R. Crossing Between Stockton and Armbrust:

Westward trains will be governed by two-arm bracket pole located 450 feet east of crossing. Arm on right-hand post governs westward trains on westward main track over crossing; arm on left-hand post governs westward trains on eastward main track over crossing.

Eastward trains will be governed by two-arm bracket pole located 450 feet west of crossing. Arm on right-hand post governs eastward trains on eastward main track over crossing; arm on left-hand post governs eastward trains on westward main track over crossing.

LATHROP TOWER.—Western Pacific R. R. Crossing of Lathrop and Fresno Sub-Division One Mile South of Lathrop:

Eastward or Westward trains will be governed by respective signals located 450 feet from crossing.

LYOTH TOWER.—Western Pacific R. R. Crossing:

Eastward trains will be governed by one-arm stub bracket pole located about 700 feet from crossing.

Westward trains will be governed by one-arm pole located 450 feet from crossing, for movement over crossing to two-arm pole located at cross-over switch: Upper arm for westward trains on main track; lower arm for cross-over switch to interchange track.

Engineers on westward trains will sound one long and one short blast of whistle before passing caution signal east of Tower if they wish to enter siding.

Engineers of trains on siding will sound one short and one long blast of whistle when they wish to move onto main track.

MERCED TOWER No. 3.—A. T. & S. F. R. R. Crossing 1.8 Miles West of Merced (Stockton and Merced Sub-Division):

(Towermen Not on Duty 8.00 P. M. to 4.00 A. M.)

Eastward and Westward trains will be governed by their respective signals.

MILLER TOWER.—A. T. & S. F. R. R. Crossing, Raymond Branch, 3.4 Miles East of Berenda:

Eastward and Westward trains will be governed by their respective signals.

RAILROAD CROSSINGS NOT INTERLOCKED.

A. T. & S. F. R. R., Oakdale. (Be governed by Rule 98.)

ELECTRIC RAILROAD CROSSINGS.

S. E. R. R.—Main Street, Stockton.
C. C. T. R. R.—Weber Avenue, Stockton.
" Pilgrim Street, "
" Park Street, "
" Standard Oil Works, "
" Lodi Avenue, Lodi.
" Two miles east of Lodi on Valley Spring Branch.
" One mile west of Conley on Ione Branch.
F. T. Co.—One mile west of Fresno on Lathrop and Fresno Sub-Division.

YARD LIMITS.

Tracy: Between yard limit signs one mile west of west switch on Martinez Line, one mile west of west switch on Niles Line, one and one-half miles east of junction switch on Tracy and Brighton Sub-Division and 2500 feet east of Western Pacific crossing at Lyoth on the Tracy and Fresno Sub-Division.

Stockton: Between yard limit signs 1000 feet west of Hislop, and at west end of Calaveras River Bridge on the Tracy and Brighton Sub-Division and 1000 feet east of the east switch on the Stockton and Merced Sub-Division.

Lodi: Between yard limit signs 1000 feet west of west switch and 1000 feet east of east switch on the Tracy and Brighton Sub-Division and between yard limit sign 1800 feet east of east switch on the Valley Spring Branch and Woodbridge

MISCELLANEOUS.

Trains using sidings at Lodi east of station will avoid delaying branch trains.

By ordinance of the Town of Newman it is a misdemeanor to switch the house track between Merced and Fresno Streets from 5 minutes before arrival until 5 minutes after departure of passenger trains.

Trains must not obstruct any street or road crossing more than 5 minutes.

No. 135 may occupy main track at Stockton after 8.35 A. M.

RATINGS OF LOCOMOTIVES—STOCKTON DIVISION.

In M's. of 1,000 pounds back of Tender. Revised April, 1913.

CLASS			ENGINE NUMBERS	Boiler Pressure	TRACY and FRESNO TRACY and BRIGHTON LATHROP and FRESNO	
					Through	Local
E-63	17/24	52	1309, 1312, 1319, 1326 and 1327.	140	1950	2320
E-63	17/24	54	1306	140		
E-63	17/24	47	1308, 1320, 1323, 1331 to 1353 .	140	1765	2105
E-63	17/24	48	1355 to 1361	140		
E-63	18/24	59	1371	150	2270	2700
E-69	18/24	59	1374 and 1375	150	2250	2670
E-69	18/24	68	1402 to 1411	165	2460	2930
E-69	18/24	60	1412	150	2250	2670
E-69	18/28	57	1416	150	2310	2765
E-69	18/28	62	1419 and 1425	150	2310	2765
E-73	20/24	92	1445 to 1458	190	3230	3850
E-69	18/26	73	1459 to 1463	165	2620	3190
E-69	18/26	74	1464, 1466, 1467, 1469	165		
E-63	18/26	65	1472, 1474, 1475, 1480	145	2420	2890
M-63	20/28	126	1615 to 1719	190	4310	5095
M-63	20/28	147	1804	200	4475	5290
M-63	21/28	147	1807, 1815	200	5020	5925
M-63	21/28	155	1720 to 1724, 1770 to 1779	200		
M-63	21/28	144	1726, 1731, 1745, 1747, 1748, 1753, 1754, 1756, 1758, 1760, 1769, 1783, 1784, 1791, 1797, 1801	195	4890	5790
M-63	15½-26/28	144	1793, 1802	200	4790	5700
T-63	18/24	77	2026	160	2570	3000
T-63	18/24	81	2027	160		
T-57	18/24	73	2114, 2123	160	2805	3310
T-57	18/24	81	2124 to 2126, 2128, 2130 to 2133.	160		
T-57	18/24	86	2134 to 2153	160		
T-57	18/24	83	2154, 2166, 2173	160		
T-57	18/24	88	2184 to 2186	160		
T-63	22/28	160	2311 to 2352	200	5490	6510
T-69	19/24	101	2209	180	3010	3480
T-69	20/26	113	2214 to 2220	180	3575	4155
T-63	19/24	105	2221 to 2234	160	2900	3400
T-63	20/26	112	2235 to 2273	180	3860	4545
C-57	22/30	187	2513 to 2599, 2752 to 2830	200	5980	7090
C-57	22/30	184	2694 to 2751	200		
C-57	22/30	180	2624 to 2679	200	6000	7110
C-57	22/30	179	2680 to 2693	200		
TW-51	20-29/26	118	2951	170	3360	4000
A-84	15-25/28	110	3000 to 3009	200	3275	3785
A-79	15-25/28	102	3016 to 3024	200	3465	4000
A-81	20/28	105	3025 to 3065	200	3625	4200

Allowance for Empty and Underloaded Cars—Ms	Less than 40 Ms.	6	6
	40 to 50 Ms.	3	3
	More than 50 Ms.	0	0

V. S. BURNHAM, TRAINMASTER.

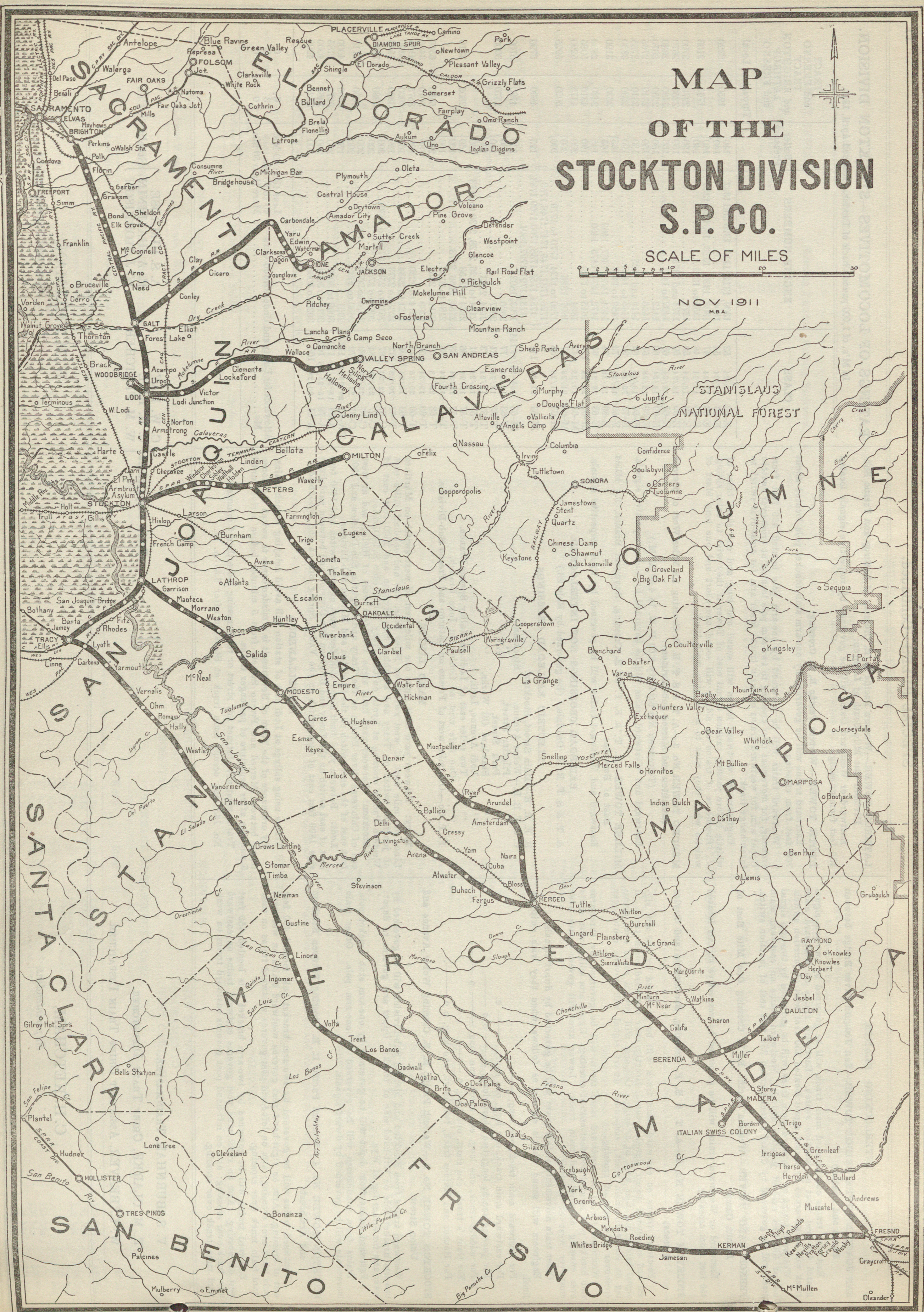
F. M. CLARKE, CHIEF TRAIN DISPATCHER.

W. C. BEAVER, ASSISTANT CHIEF TRAIN DISPATCHER.

Train Dispatchers C. W. KAY, C. R. RICE, W. M. FLETCHER, A. S. BIMROSE, E. A. HALLININ, W. J. MORRISON — Stockton, Cal.

C. H. KETCHAM,
Superintendent.

W. M. STILLMAN,
Assistant Superintendent.



MAP OF THE STOCKTON DIVISION S.P. CO.

SCALE OF MILES

NOV 1911

M.B.A.

1 2 3 4 5 6 7 8 9 10 20 30
SACRAMENTO
EL DORADO
AMADOR
SAN JOAQUIN
CALAVERAS
TUOLUMNE
STANISLAUS
MARIPOSA
MERCED
MADERA
FRESNO
SANTA CLARA
SAN BENITO
STANISLAUS NATIONAL FOREST
Antelope
Del Paso
Walerga
Benali
Sacramento
Elvas
Brighton
Mayhews
Perkins
Walsh Sta.
Polk
Cordova
Florin
Freeport
Simm
Gerber
Graham
Bond
Elk Grove
Sheldon
Franklin
McConnell
Arno
Need
Clay
Cicero
Conley
Bruceville
Cerro
Vorden
Walnut Grove
Thornton
Galt
Elliot
Forest Lake
Acampo
Brack
Woodbridge
Urgon
Lodi
Lodi Junction
Terminous
W. Lodi
Victor
Norton
Armstrong
Harte
Castle
Cherokee
Jarn
El Pinal
Ambrust
Asylum
Stockton
Middle Riv.
Holt
Trull
Gillis
Hislop
Larson
French Camp
Burnham
Lathrop
Garrison
San Joaquin Bridge
Bothany
Banta
Jamey
Tracy
Ellis
Linne
Carbona
Lyoth
Fitz
Rhodes
Yarmouth
Vernalis
Ohm
Romain
Hally
Westley
Vanormer
Patterson
Grows Landing
Stomar
Timba
Newman
Gustine
Linora
Ingomar
Volta
Trent
Los Banos
Gadwall
Agatha
Brito
Dos Palos
Oxalis
Silaxo
Firebaugh
York
Gromo
Arbios
Mendota
Whites Bridge
Roeding
Jamesan
Kerman
Rufo
Floyd
Rolinda
Kearney
Nevills
Preston
Forsey
Cragold
Wesby
Fresno
Graycroft
Oleander
McMullen
Blue Ravine
Represa
Folsom
Jct.
Fair Oaks
Natoma
Mills
Fair Oaks Jct.
Green Valley
Rescue
Clarksville
White Rock
Cothrin
Latrobe
Placerville
Diamond Spur
Camino
Shingle
El Dorado
Newtown
Park
Pleasant Valley
Bennet
Bullard
Brela
Flonellis
Somerset
Grizzly Flats
Fairplay
Omo Ranch
Aukum
Uno
Indian Diggins
Consumne
Bridgehouse
Michigan Bar
Plymouth
Oleta
Central House
Drytown
Amador City
Volcano
Pine Grove
Carbondale
Yaru
Edwin
Waterman
Sutter Creek
Martell
Clarksona
Dagon
Ione
Jackson
Younglove
Defender
Westpoint
Glencoe
Rail Road Flat
Electra
Richgulch
Mokelumne Hill
Gwinmine
Ritchey
Fosteria
Clearview
Mountain Ranch
Lancha Plana
Camp Seco
Camanche
Wallace
North Branch
San Andreas
Valley Spring
Norval
Silica
Helisma
Halloway
Clements
Lockeford
Sheep Ranch
Avery
Esmerelda
Fourth Crossing
Murphy
Douglas Flat
Vallicita
Altaville
Angels Camp
Jenny Lind
Bellota
Linden
Windsor
Charleston
Sibley
Walthall
Holden
Milton
Peters
Waverly
Felix
Nassau
Irvine
Tuttletown
Columbia
Copperopolis
Sonora
Jamestown
Stent
Quartz
Farmington
Trigo
Eugene
Cometa
Thalheim
Avena
Atlanta
Escalon
Chinese Camp
Shawmut
Jacksonville
Keystone
Maoteca
Morrano
Weston
Ripon
Salida
Huntley
Riverbank
Burnett
Oakdale
Occidental
Claribel
Claus
Paulsell
Warnerville
Cooperstown
McNeal
Modesto
Empire
Waterford
Hickman
La Grange
Ceres
Hughson
Esmar
Keyes
Turlock
Denair
Montpellier
Ryer
Arundel
Ballico
Cressy
Amsterdam
Delhi
Livingston
Arena
Yam
Cuba
Nairn
Atwater
Buhach
Fergus
Bloss
Merced
Stevinson
Tuttle
Whitton
Burchell
Le Grand
Lingard
Plainsberg
Athlone
Sierra Vista
Marguerite
Minturn
McNear
Watkins
Sharon
Califa
Berenda
Miller
Talbot
Daulton
Jesbel
Day
Herbert
Knowles
Raymond
Madera
Storey
Borden
Trigo
Italian Swiss Colony
Greenleaf
Irrigosa
Tharsa
Herndon
Bullard
Muscatel
Andrews
Confidence
Soulsbyville
Carters
Tuolumne
Jupiter
Groveland
Big Oak Flat
Sequoia
Coulterville
Kingsley
Blanchard
Baxter
Varain
Bagby
Mountain King
El Portal
Hunters Valley
Exchequer
Bear Valley
Whitlock
Jerseydale
Snelling
Merced Falls
Hornitos
Mt Bullion
Mariposa
Bootjack
Indian Gulch
Cathay
Ben Hur
Lewis
Grubgulch
Gilroy Hot Sprs
Bells Station
San Felipe
Plantel
Hudner
Hollister
Tres Pinos
Paicines
Mulberry
Emmet
Lone Tree
Cleveland
Bonanza
Dos Palos
Mokelumne River
Dry Creek
Calaveras
Stanislaus River
Tuolumne River
Merced River
San Joaquin River
Chowchilla River
Fresno River
Cottonwood Cr.
Owens Cr.
Bear Cr.
Mariposa Slough
Del Puerto
El Salado Cr.
Orestimba Cr.
Los Garzas Cr.
Quinto Cr.
San Luis Cr.
Los Banos Cr.
Little Panoche Cr.
Big Panoche Cr.
San Benito Riv.
Ingram Cr.
Middle Fork
Cherry Creek
Beaver Cr.
S.P.R.R.
C.P.R.R.
A.T.&S.F. RY.
Central Pacific RY.
Sou. Pac. R.R.
Stockton Terminal & Eastern
Amador Cen. R.R.
Sierra Railway
Yosemite Valley R.R.
Diamond & Caldor R.R.
Placerville & Lake Tahoe RY.
Tract. Co.
Coast Div.
S.J. Div.